

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: dfrancis@access.usa.net (Dexter Francis)
Subject: Re: "Target" BC-978-A
Message-ID: <v01520d04af3909e50b63@[207.0.57.74]>

I'm way outta my league here, as a child of the Viet Nam era, but I'd bet that rig was used as a low power transmitter to help track the location of target drone aircraft...

Perhaps a veteran of the BIG war could advise if I'm on target or not... ;-)

-df

* CWest Tube Sales - P.O. Box 22443 SLC, UT 84122 *
* (801) 363-TUBE voice/fax, E-mail: tubes@usa.net *
* http://www.usa.net/~dfrancis/CWest_Tube_Sales.html *

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Ken_Warren@beavton.k12.or.us (Ken Warren)
Subject: 450TH/TL
Message-ID: <36639.104348332@beavton.k12.or.us>

Hi gang, anyone have the max plate voltage and current specs on the 450TH/TL and the 750TH/TL?

Thanks for any info.

Ken Warren K7RPX

Ken_Warren@beavton.k12.or.us
KenwK7RPX@worldnet.att.net

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Beaverton School District
Beaverton, Oregon

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: Re: Aircraft Trailing Antenna
Message-ID: <Pine.OSF.3.91.970225084810.642B-100000@beall.tenet.edu>

On Mon, 24 Feb 1997, Walt Novinger wrote:

> I have recently acquired an aircraft trailing antenna that I'd like some
> info on. It's an RCA Model AVA-120 with an additional nomenclature of
> MI-19611; the manufacturer is Continental Radio and Television Corp.,
>
> I'd be interested to know what such a thingie is worth. Could be useful as
> a DXpedition antenna if it's not of interest to a military collector.
>

Walt,

Whatever you do, don't ruin this. Somebody needs it. It is the trailing
wire antenna used in WW-II liaison aircraft and they are pretty rare.
Anyone restoring an L-2, L-3, L-4, L-5 or L-6 would want it.

Best regards,

Lenox

Lenox Carruth, WA50VG
Dallas, Texas
klccarru@tenet.edu

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: dr.electron@juno.com
Subject: RE: Antenna Towers ?
Message-ID: <19970225.002427.9470.3.dr.electron@juno.com>

Boatswains;
Any members who remove out of use BC towers, have experience
with same, and/or are interested in a pair of ~ 200 footers?
Bolted 15' Trianglular sections; erected mid sixties. Thrust insulators
at bottoms are ok.
Look in good shape, but my knowlege is limited here.
Property owner wants them " To Go Away " .
Santa Barbara County Ca. area.
I could de-rig with a small crane or condor, but liability paranoia
creeps in ! Maybe I should have been an insurance broker.
More details on request.

I've heard they can corrode out from the inside. Test procedures ?

Please Email direct dr.electron@juno.com

all comments/experiences (stories) wanted

Also, what are the basics of the ac line filters used on the tower lighting ckts ?

73's Rich P.

P.S. Thanks Jack for the bandwidth.

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From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: w9fs@juno.com (Jerry W. Daugherty)
Subject: Re: Antenna Towers ?
Message-ID: <19970225.074000.9710.0.W9FS@juno.com>

Towers in that era were both TUBULAR (Hollow) and ROD (solid), If it is solid rod, it is going to weigh more but a 30 - 35 year solid tower is just as good as the day it was installed. If it is hollow, then there is a chance of the inside getting the blyte, no real good test here, the best way to tell is by manufacture, a good tower man in that area can give you a pretty good idea.

73,

Jerry W. Daugherty W9FS, ex K9PFV, W4RXU, W9FTI, DL5GI.
VHF-UHF Nut. May all your blessings outweigh your needs.

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: roecker.greg@ist.mds.lmco.com
Subject: B&W5100B HELP
Message-ID: <Chameleon.856895981.greg@roeckerpc.ist.mds.lmco.com>

Hello to all on the list,

I am in need of the transmit relay for a B&W5100B transmitter.

Does anyone have a parts rig that would have the relay, or a relay they could part with???

73, and thanks for looking,

Greg / N40SJ
roecker.greg@ist.mds.lmco.com

100 Chickering Parkway
Roswell, Ga. 30075

Greg Roecker
E-mail: roecker.greg@ist.mds.lmco.com
Voice: 770.698.5226
Fax: 770.698.5220
From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Mikhael Brown <mikhael@hpcmp13.sj.hp.com>
Subject: BC-610 list
Message-ID: <199702251615.AA137527317@hpcmp13.sj.hp.com>

Hello Boatanchorites and BC-610 owners,

I am putting together a list of known BC-610 transmitters.

Mine is a BC-610I Serial # 21 Order # 18723-Phila-49

Please send me the model #, Serial # and Order # so I can add it to the list. After I get it put together I will put it in the archives and keep it updated. If there is any other information that the list feels should be included, please e-mail me direct.

Mike

N6WIG

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This is a private opinion or statement and is nobody's fault but mine. No person, employer, or government should try to take credit for it!

mikhael_brown@hp.com

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: "Rick Blank" <rblank@legend.txdirect.net>
Subject: Re: Choice: SX100 or SX101
Message-ID: <199702250540.XAA08883@legend.txdirect.net>

> I recently have been on the look out for a SX-101 or HQ170A for use at
> my station to go with a Johnson Ranger for AM & CW. Today a friend
> called unexpectedly with the offer of a very clean SX-100.

The biggest difference is that the SX-101 and HQ-170's are ham bands only while the SX-100 is general coverage.

The 101 and 170 are more advanced than the 100 and the heavy construction of the 101 makes it more stable if you have a flimsy desk or plan on moving the receiver around while you operate....I have had an HQ-170 but sold it and have an HQ-180A instead and also have a nice SX-100 that I like very much...in fact, I am listening to Radio Austria on the HQ-180A now...(05:40 UTC)

It all depends on what you want, but, the main question is, how much is he asking for the SX-100? If the price is right, then you could try it for a while and, if you didn't like it, turn it...SX-100's at fair prices (<\$200) are not too hard to sell, IF the front panels are nice...the decal on the bright aluminum part is real easy to mar and cleaning it is a very chancy proposition with anything but a very mild cleaner, like Murphy's Oil Soap, so if that's messed up, then the whole rig looks bad....sold my first 100 because the 2nd one had a more perfect aluminum panel...

Just my \$.02

Rick Blank, KI5SL
rblank@txdirect.net
AMSAT NA# 26195
San Antonio, Texas

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: deanbers@ix.netcom.com
Subject: Collins 300J-2 Information Desired
Message-ID: <1997224211014218467@ix.netcom.com>

Greetings to the Group;

I would like to converse with users of the 300J, 20V or similar broadcast transmitter. The 300J-2 was originally designed for 250 watts AM; for use between 550 and 1600KC. I am interested in input from users on HAM mods they may have performed. Also any sources of parts would be of definite interest in this restoration project. I think 900lbs qualifies this rig as a potential battleshipanchor.

Thanks in advance.

Dean, K06IJ
Deanbers@ix.netcom.com

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: GDePrez@aol.com
Subject: Colo. estate sale items
Message-ID: <970225113307_650843390@emout15.mail.aol.com>

In the Feb. "Electric Radio" there was a "send for list" notice re: the estate of Henry "Hank" Adams, W0AEE. The Bighorn Museum of Amateur Radio, Genoa, CO, is handling the sale. I got the list; thought I'd pass some BA items listed along since sales benefit the estate, museum, and buyer... HQ-170A, VG, \$180. HQ-170, VG, \$180. HQ-180A, EX, \$225. (4) military headsets, G, \$5. Johnson 122 VF0, VG, \$40. Halli SX-71, EX, \$180. RME 4350A VG, \$140. Johnson Viking II xmtr, F, \$100. Heath DX-40 xmtr, EX, \$100. Halli S-41G, cond.?, \$75. Halli HT-32 xmtr, VG, \$140. Per the flyer, all are subject to prior sale, sold "as is," no warranties, etc. S&H not included. Info: Don Zielinski, K0PV, museum curator, 719-763-2220, e-mail eastco@juno.com. I haven't spoken to him. Pls contact him, not me (he'll send you a nice brochure on the museum).
Hopes this helps something find a good home. And thanks to those who responded to my HRO-50 queries.
Greg DePrez GDePrez@aol.com

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Eugene Rippen <soundval@foothill.net>
Subject: FS: TEST GEAR
Message-ID: <33132DD4.4B75@foothill.net>

I have the following test gear for sale . They all work.

MILITARY I-177B Tube tester, Face is very nice. Outside of case is typical, Lots of paint missing, Has 1951 Chart
\$75.00

EICO 324 RF Signal Generator. 150Khz to 435Mhz.
Appearance is an 8 on a 10 scale. \$25.

SOLAR EXAM-ETER. Checks Voltage, Current, Resistance, Capacitance and Inductance. As capacitance checker it covers .00001 to 2000 uf. Appearance is 7-8 on a 10 scale. \$35.00

Add shipping.

Eugene Rippen, 105 Donnington, Auburn, CA 95603. No phone calls please. Email is just fine.

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: dr.electron@juno.com
Subject: RE: Gen Rad Schematic ?
Message-ID: <19970225.002427.9470.2.dr.electron@juno.com>

Boatanchorpersons;
Need a wiring diagram for a GenRad < Type W10MT 3A >
Metered Variac, which is being unruly.
Has a small toroid xfmr for 2 amp scale, confuses a normally
simple circuit. Don't want to send any smoke signals !
Regards, Rich P

#

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: gcr2@po.CWRU.Edu (George C. Rybicki)
Subject: HW-101 Parts Rig FS
Message-ID: <199702251640.LAA25051@piglet.INS.CWRU.Edu>

Heath Hw-101 80-10m ssb transceiver for sale. Seems to work fine but
i have had some mode switch problems in the past so I am selling it
as a parts rig. To be honest I think its working fine now and its putting
out full power but its sold as is. It includes the HP-23 HV power supply.
Physical condition is fair +, the front panel is good but the top of the
case has a 1x2 " hole cut in it for some reason. I have checked and replaced
all of the weak tubes. \$100 plus shipping on 40 lbs from 44286 73 George.

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Ho4bart@aol.com
Subject: Re: Is The Fungus Us?
Message-ID: <970225050524_-1273244277@emout20.mail.aol.com>

In a message dated 97-02-24 16:40:38 EST, ARONGV@aol.com writes:

<< A dealer bought my whole table 10
minutes into the meet. I was elated. But then I realized I was there because
>>

one thing i think is cute is when someone buys something,
then takes it to their table with a new price on it. now that's
a fast moving marketplace. myself, i could never make enuff
money at this rate to justify my bothering. but i have bought
stuff that had already been traded like this at the swap. as

someone pointed out previously, if a buyer wants to pay the 3 billion dollar asking price for a GPR-92, then that is a fair & happy business transaction, even if the rest of the world knows that what's being acquired isn't quite the philosopher's stone. hue miller

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: rhys@ix.netcom.com (Lawrence D. Walken)
Subject: Re: Kleronomos Audio Mod
Message-ID: <199702251656.KAA27731@dfw-ix16.ix.netcom.com>

Hi Gang --

Ever since I'd heard of "CD quality audio" was possible from my beloved R-390A I've been fascinated with the idea but when I first looked at what was involved in the conversion I balked and thought that I should have Mr. K himself do it. While his prices are certainly reasonable, the checkbook ruled and the project went on hold for a while.

Then the other day I got the \$3 eight page poop sheet on the process from Tom Bowes KK8M <bowes@klondyke.com>. He had apparently been working in cooperation with Bill Kleronomos on it. I looked it over and realized that other than the audio transformer, I had most of the parts (he had kindly include the 24V zener) and his thoughtful precise description (NOT a complete step by step) of what needed to be done both mechanically and electrically seemed straight forward enough. With my courage renewed I thought I would take a stab at it.

The one thing I was unwilling to do was any "hard mod" on my '390A so I purchased a spare audio chassis from a junker.

Well in a word... do it. The results were wonderful. I'm a bit of an audio nut and I would NOT call it CD quality BUT it was as if I'd just taken a Q-tip and cleaned out my ears -- not knowing how clogged up they really were. The fidelity is so much improved that not only is there a huge improvement in the single sidband audio at narrower bandwidths but even the static crashes sound great with a little serious bass in there like they're supposed to have. And needless to say the AM broadcasts are a tremendous pleasure.

Listening to everything is more fun. To my mind audio in a shortwave AM radio is like the ride in an automobile -- always a compromise. With the car it's comfort versus control (especially in a sudden accident avoidance move). I suppose with a radio the compromise would be something like wide flat frequency response (including all the noise out there) versus listening pleasure and fatigue. My fear with the

K-mod was that I would now have heterodynes that truly went up to the extreme upper limit of my hearing... not so. In fact the heterodynes are no worse than before and possibly even a little better because there is a little bass information with them as well. Bill Kleronomos and Tom Bowes have really done a great job with the compromises made.

If you're a serious R-390A listener and are curious about what else is lurking inside there, I'd say go for it -- you will not be disappointed.

73

Larry Wolken N3OJD

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Ho4bart@aol.com
Subject: manuals FS/FT: Heath KL-1 KS-1 Johnson Thunderbolt
Message-ID: <970225052742_207052944@emout05.mail.aol.com>

heath paper is like a manual insert only or operation only type thing, has photo, specs, schematic. not much but enuff. \$5 postpaid

Johnson manual has one big drawback: schematic is gone! however on page 2 is a 1/2 page schematic the size like might be for an ad or brochure. owner could probably enlarge this schematic a couple times at a copy shop, keeping the contrast cranked up. \$6 postpaid.
hue miller
postpaid means i pay.

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: Marconi an English company
Message-ID: <Pine.3.89.9702250823.A29676-0100000@inet.uni-c.dk>

There even was a Norwegian Marconi company !!

73 Rag oz8ro la5he

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Ho4bart@aol.com
Subject: Re: new Mil surplus dealer/hoard found!

Message-ID: <970225042636_1679444356@emout13.mail.aol.com>

In a message dated 97-02-24 15:55:17 EST, lrware@pipeline.com (Lawrence R. Ware) writes:

<< Large box of odd unsorted Collins filters, no I don't remember which ones they were. Silver metal tubes, with F80-XXX-XXXXX type part numbers maybe? >>

this sounds like the ones out of telephone carrier equipment.
about 1" dia. x abt 3-4 " long? freqs in range 75-115 kc/s approx?
i saw boxes of these once and all i could think of was maybe pick some out for putting in certain receivers, mostly LF-MF that have IFs in this range. hue miller

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: QRP BA/GB sets are fun but sometimes a bit hard to hear.....
Message-ID: <9702251823.AA167935@csemail.cropsci.ncsu.edu>

I was running ol' Grandma Hartley and Twinnie Triode again last night, and, although I was not well heard west of the big muddy, because of my N/S antenna propagation, I was heard with 3 watts input and maybe 1 watt out (If I hold me choppers correctly whilst smiling.....(:+}}.....).

The ol' regenerator were on the ragged edge, and the boys out west in TX/LA land were fine 559-579 back in NC, even with the antenna pointing N/S. Alas, they only were able to note some peanut whistle was there..... Within about 300 miles, though, the peanut whistle was well heard.

So, fer heavens sakes, there, Myrtle, them thar teensie-weensie BA/GB rigs can have some fun on the QRG, too. So, ye biggie iron mongers, wats runs them thar six by six sized BA irons, keep ye a little listen out fer de peanut whistles amongst the crewe. I also challenges all ye fine bottleburning folks ta fires ye up yer teensie-weensie glowingrigs an' sees whats ye can hears/works/QSO's, etc. Usually, the later the better for the peanut whistles, like 0400-0500Z, works best. So, sees ye on the QRG o' de ol' tvrocco style, or howsumeverclose ye gets yer oscillatorydevices thereto.....in the wee small hours, this week....

73/ZUT DE NA4G/Bob UP

p.s. nows ifs me couldst just a'find some sort o' 400-500 volter 12vdc motorgeneratore set ta makes ol' Grandma stokes her fires at full tilt, then she wouldst be well heard..... time ta raid de ol' dynamotore dumpsters again.....(:+}}.....

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: "Mark J. Blair" <mblair@gruumsh.irv.ca.us>
Subject: Re: R392 BFO off freq.
Message-ID: <199702250715.XAA02638@gruumsh.irv.ca.us>

wlfuqu00@pop.uky.edu wrote:

> The BFO is off frequency in my R392. Can anyone help me locate
> the cap or inductor to adjust?

You need to adjust the slug of T602 to change the BFO frequency. Unfortunately, you need to pull the lower deck to do that. The manual cautions you to NOT use extension cables for this adjustment. If you arrange the lower deck and radio chassis carefully, it is possible to (just barely!) connect everything together without extension cables.

This is the basic procedure:

1. Remove lower deck and reconnect without extension cables.
2. Apply power, set AGC on, BFO on, Bandwidth at 2 kc, BFO pitch at 0 (you might want to check to make sure that the BFO tuning cap is roughly half-meshed at 0).
3. Apply an unmodulated signal, and tune for maximum indication on the meter (don't use the calibrator, it may be out of adjustment).
4. If zero-beat does not occur within 1/2 division of 0 on the BFO pitch control, then adjust T602 for zero beat.
5. Remove power and reassemble.

Of course, you should have the IF stages aligned properly before messing with the BFO!

Don't trust me completely here -- it's been a couple months since I opened my R-392, and my manual seems to have several typos related to this adjustment: it says to look in figure 40, when the slug to adjust is in figure 35, the thing to adjust is referred to as T602, L602 or L605, depending upon where you look, etc.... I *think* you need to adjust the slug in the cylindrical can roughly in the middle of the audio section; the slug is only accessible from the back side of the audio deck, which is why you need to remove it.

I hope somebody can verify this for you... Good luck!

--

Mark J. Blair KE6MYK
e-mail: mblair@gruumsh.irv.ca.us

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: "James F. Wood 253-7886" <WOODJ@mail.firn.edu>
Subject: S-20R &SX-25 Help/manuals needed
Message-ID: <C594ZWSNHGCL5*/R=FIRNVX/R=A1/U=WOODJ/@MHS>

I just purchased at the Brooksville Hamfest(FL) a Skychampion s-20R and a Super Defiant SX-25(25.00 bucks each in fair cond) Any one have manuals ore copies of such or any other infor, I have been a ham for 30 years but all this BA working on rigs is new to me, need all the help I can get, you guys have been GREAT, thanks

Jim , N4ACS
woodj@mail.firn.edu
A old Hippie Vietnam Vet/ ASA Radio Op.
Philosopher for hire: Will think for a BEER!!!!!!
(BTW I am really a old hippie nam vet and was a ASA radio op in Nam)
I am currently a professor of Philosophy and religious studies.

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: ARONGV@aol.com
Subject: Sand Blasting
Message-ID: <970225011955_-2109588636@emout14.mail.aol.com>

Hi Gang:

When I made the mistake of setting ham radio aside for a few years to work on antique/classic cars, I learned a lot about blasting in a hurry.

After destroying some fine metal because I blasted too long in one spot, I gave it up for stripping. I bought it all....airplace strippers, classics stripers, you name it. In certain spots on the car, each worked great. But for the whole job? Never found one that did the job like I expected, and I had the advice of some pretty moxy old guys who'd won nationals with their restorations.

Some months back, I showed a Ranger cabinet to my daughter. She works for a company that blasts and coats the jet engine blades for all major airlines

and many fighter/bombers. She took one look at it and said, "Hey, Dad, no big deal. Have it back in a few days."

Her company uses glass beads, and according to her, if you just turn on a blaster and point it at metal, "You gotta be outta your mind!" The key is in knowing the metal you're working with and adjusting the blast PRESSURE and DISTANCE accordingly. you don't have to blast off the coating. The jets she works on have tolerances to the thousandths of an inch.

She did a great job on my Ranger during a lunch hour, so since then she's done a Valiant, SX-99 and a NC-300 cabinet. They came out beautiful.

It's great to have a daughter whose job just happens to coincide with my hobby needs! Other daughter's a nurse, but good for treating my RF burns!!

Ron W00IZ Kansas City

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Laird_Tom_N@hpmail1.90.deere.com
Subject: Sand Blasting
Message-ID: <H00005a004b24772@MHS>

"Hey, Dad, no big deal. Have it back in a few days."

Maybe, maybe not! I have a good sized bead blast cabinet myself and it depends on the type of paint being stripped and how thick it is. I've been working with an NC-300 cabinet for a few days now and its hard to remove the paint, moves very slowly. Its the cabinet with the "wrinkle finish", I suspect the one with the smooth fisish will strip lots easier.

Her company uses glass beads, and according to her, if you just turn on a blaster and point it at metal, "You gotta be outta your mind!" The key is in knowing the metal you're working with and adjusting the blast PRESSURE and DISTANCE accordingly. you don't have to blast off the coating.

She must have the touch, because I sure can't control it to only remove the outer layer of paint, the ONLY way is to remove all the paint and primer and start from fresh metal, that way no ridges show up when finish painted. I use metal prep on the bare metal then prime with Epoxy primer(expensive) the spray with a professional gun.

It's great to have a daughter whose job just happens to coincide with my hobby needs! Other daughter's a nurse, but good for treating my RF burns!!

>

> Ron W00IZ Kansas City

Sounds like she is great to tackle that for you. Don't sell her short, I suspect its not as easy as she says it is. OOH, BTW, If anyone is thinking of getting a bead cabinet, consider this. If you get one and expect to run it on your trusty Sears 2hp compressor, you'll be sadly disappointed by constantly waiting for the pressure to build up. I bought a commercial 8hp 2 stage compressor and it just barely keeps up. (I also restore cars from time to time). Don't get me wrong, I use the daylight out of my cabinet, but you just gotta know its limitations.

Tom Laird WC9M Moline
Boatanchor radios
original 68 Camaro Z-28
1958 Cushman Eagle scooter.
and a few Hit and Miss gas engines

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: jcreid@CCGATE.HAC.COM
Subject: Soldering tips available
Message-ID: <9701258568.AA856885387@CCGATE.HAC.COM>

Hi Gang,

Our stores is doing inventory and anything that is no longer needed by various programs is being weeded out. The stores clerk handed me a box of Weller tips and asked if I could use them. There were a few that fit my iron, but I'm offering the rest to list for shipping. I have 6 MTG30 tips brand new in the package. These are 1/2" in diameter with a chisel tip and fit the SP120/SP120D irons. They are perfect for soldering directly on a chassis or anything that requires a large amount of heat to get the solder to flow. They are WAY too big for any electronic circuitry repairs.

I would just as soon hand one out to 6 people rather than have one person snag all 6. If you've got a use for them, drop me a line.

-Jim N6SVS
jcreid@ccgate.hac.com

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997

From: eb5agv@ctv.es

Subject: SP-600-JX + SPC-10, part one

Message-ID: <1.5.4.16.19970225075455.22e70bba@192.168.0.1>

Hello boatauthorities!

Well, some of you would remember my past messages about a nice priced (\$180 + shipping) SP-600-JX and SPC-10 I found in Portugal (BTW I'm from Spain). Well, after some shipping trouble (there was a conflict with the spanish government and transport companies, which lasted two long weeks), I received it yesterday... The seller did a very good (UPS prone) packaging and the receiver arrived ok.

First impressions: the SPC-10 is good inside with almost all tubes original (marked 'Hammarlund' and with very close dates, almost all from 1964), has all original knobs in very good shape but it is missing the power cord (any spare connector around?) and the front panel paint is darkened (more on this is the receiver section). Anyway, after a careful cleaning, the front panel looks old but not bad. Curiously, the front panel labels are '3-D'... I mean that they are not painted, but I think it is extruded metal (not engraved but the opposite). So I would rate the SPC-10 (not fired up yet) as 7+ cosmetically (and, hope, 8+ electrically as the seller told me both equipments worked fine).

About the SP-600-JX receiver, I was afraid of the holes in the front panel, because this was the main argument the seller had to sell it at a low price. Well, there are four holes, about 5 mm diameter and two 'half holes' (on the panel edge) of same diameter BUT all of them in the upper corners (three holes at each upper corner). Apparently, former owner did it to fix the receiver to some non-standard rack (by the way, it is a rack mount unit). Anyway, as the holes are not in the central part of the panel, I think I could live with them, so the panel could still be kept!. The receiver has all the original knobs, all in good condition except the main tuning knob, which has a mod consisting in an added lever, apparently to make tuning easier... The lever mod is well made, but perhaps an original knob could be nice (any of these around?). The meter and dials are also in very good shape, needing only some cleaning. There is some rust in some parts (mainly behind the front panel, in some metal parts) and chassis doesn't shine, but it is almost complete (only one small cover is not present, near the crystal selector). I have opened also the bottom turret cover to see a very clean rotating turret (by the way, it is normal to hear a 'crshhh' sound when you change bands?. I think it is generated by the turret contacts...). Front panel has some scratches here and there (not big ones) but main problem is a darkened 'transparent' layer. It is present in almost all the panel but, where it is not present, painting is in very good condition!. How can I get rid of this layer?. I think that without it, paint could become a 7-8. I would rate the receiver as a 6-7 cosmetically as is now.

With the package I got a complete manual copy (good quality) for both the receiver and the SSB adapter, packaged in a bundled hard cover book. Nice job!. It is dated in 1964.

I'm curious about the exact receiver model... I know it is a SP-600-JX but I don't know if there is any suffix (as JX-17, 21, ...). Estimated manufacturing date is about 1965 (in the rear side of the panel there is a 1964 marking and the receiver has lots of 'metal square' capacitors (Cornell Dubilier) marked 0365. Is there any way to know the exact JX version?.

Summing up, I think I made a good deal and I hope to restore the receiver to an 8+ condition (at least!).

Thanks for reading this long message!. More will come as soon as I progress with the restoring and aligning process.

Best regards.

JOSE

73 JOSE V. GAVILA (EB5AGV / EC5AAU)
46910 Benetusser - Valencia (IM99TK)
SPAIN
*** PLEASE, VISIT MY HOME PAGE AT : ***
http : //www.geocities.com/SiliconValley/6992
e-mail: eb5agv@ctv.es & eb5agv@amsat.org

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: GDePrez@aol.com
Subject: Starting the electronic tool kit...
Message-ID: <970225113437_1846398720@emout17.mail.aol.com>

My toy VOM doesn't cut it anymore. Now that I've got time to "get to the bottom" of my new HRO-50 and several other tube beasts that need checkouts, recapping, etc., it's time to get a tool that has the ranges and gimmicks that support boatanchor work (and qualify this post for the list). Here's the challenge: I've budgeted \$100 for a new meter. In my catalogs (RadShack, Allied, MCM), choices seem to be: pretty solid DigitalMM for about \$50; add capacitance test (up to about 20uF): \$65-\$70. RadShack adds frequency counter up to 2MHz in a \$90 model (good for checking IFs?). OR (recalling the comments I've seen here on the "organic," easy-reading virtues of analog meters) I can skip the cap/freq features, go for an analog meter at \$50-60 (and use the \$40 left as a downpayment on - what next?). Thoughts?

Thanks,
Greg DePrez
GDePrez@aol.com

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Ho4bart@aol.com
Subject: Re: Strange Radios
Message-ID: <970225041941_-1005119742@emout18.mail.aol.com>

In a message dated 97-02-24 21:55:14 EST, gpewitt@execpc.com writes:

<< It's a Lafayette
Transceptor. Type 2V3 and either W or M. >>

this is a old 5-meter superregen rig, isn't it? hue

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: Gary Pewitt <gpewitt@execpc.com>
Subject: Re: Strange Radios
Message-ID: <Pine.GS0.3.95.970225073023.29182A-100000@earth>

I believe it is. The owner thinks so too.

On Tue, 25 Feb 1997 Ho4bart@aol.com wrote:

> In a message dated 97-02-24 21:55:14 EST, gpewitt@execpc.com writes:
>
> << It's a Lafayette
> Transceptor. Type 2V3 and either W or M. >>
>
> this is a old 5-meter superregen rig, isn't it? hue
>

gpewitt@execpc.com N9ZSV 414 355 8147
Gary Pewitt 6120 W. Calumet Rd. Apt 204
Milwaukee, WI 53223. Boatanchor buff

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997
From: JIM_ALLEN@HP-Cupertino-om5.om.hp.com
Subject: Turn-Off
Message-ID: <H000030e096fe5a3@MHS>

Item Subject: cc:Mail Text

Jack,

I don't have the proper instructions for how to turn Boatanchors off temporarily. I'll be gone the month of March and don't want the mail volume. Could you turn it off for me? Also, how do I turn it back on?

I'll be sending you a check soon for my subscription.

Thanks for the service.

Regards,

Jim

KQ6LB (former KC6VWV)

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997

From: Scott Robinson <spr@earthlink.net>

Subject: WTB HQ120

Message-ID: <v03007803af37d0b74002@[153.34.139.136]>

This is cross-posted from rec.antiques.radio+phono. BUG HIM, NOT ME!!

Subject: Hammarlund HQ-120

From: Brad Baker, bbaker@freeway.net

From boatanchors@theporch.com Tue Feb 25 16:17:14 1997

From: Eugene Rippen <soundval@foothill.net>

Subject: WTB: 6BV8 Tube

Message-ID: <33132E33.1BCE@foothill.net>

Need a 6BV8 Tube for a Hammarlund HX-50.

Gene Rippen